Release Notes for the FMCSA
IT Development Division
Release March 31, 2008

Version 1.12
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Prepared for:
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1 FMCSA IT Development Division Release

These Release Notes detail information regarding the latest software from the FMCSA IT Development Division.

1.1   Introduction

The latest FMCSA IT Development Division release includes the following software:

Current Software Version	Release Date	Required Upgrade Date	You can upgrade from version:
Aspen 2.9.1	March 31, 2008	June 30, 2008	2.9
CAPRI 6.6.3	April 4, 2008	June 30, 2008	6.6.1
CaseRite 3.8.1	April 1, 2008	June 30, 2008	3.7.4
CDLIS Access 3.4.2	March 31, 2008	June 30, 2008	NA
eFOTM 2.4	July 28, 2008	NA	2.3
ISS 2.12.2	April 10, 2008	June 30, 2008	2.12
PIQ 2.9.1	March 31, 2008	June 30, 2008	2.9
ProVu 3.1.2	December 31, 2007	January 31, 2008	3.1.1
SAFETYNET 3.5	March 31, 2008	June 30, 2008	3.4
UFA 3.1.1	April 1, 2008	June 30, 2008	3.0.1
Firebird 1.5.1	NA	NA	NA

Each of these applications is available for download from the FMCSA Information Systems Web site.

Note Only the upgrade installer of SAFETYNET 3.5 is available for download. A full, fresh install requires a CD that can be obtained from FMCSA Technical Support.

These applications have been tested and are supported on the Microsoft Windows 2000 SP 4 and XP SP 2 operating systems.

Please install the software as soon as possible, but no later than the required upgrade date. If you do not have the version noted in the right column of the above table installed, please uninstall your older version before installing the latest version (refer to the following upgrading section for more information).

1.2   Upgrading the Applications

1.2.1   Aspen

To upgrade to Aspen 2.9.1, you must have Aspen 2.9 installed. If you do not have Aspen 2.9 installed, please uninstall the older version of Aspen before installing Aspen 2.9.1. As always, remember to back up your work.

Note To ensure ISS, PIQ, and Aspen work together properly, you must have the following versions installed: Aspen 2.9.1, ISS 2.12.2, as well as PIQ 2.9.1.

1.2.2   CAPRI

To upgrade to CAPRI 6.6.3 you must have CAPRI 6.6.1 installed. If you do not have CAPRI 6.6.1 installed, please uninstall the older version of CAPRI before installing CAPRI 6.6.3. Upgrading to CAPRI 6.6.3 should not result in the loss of any data. However, it is highly recommended that you perform a backup of all user-generated data before installing CAPRI 6.6.3.

IMPORTANT: CAPRI 6.6.3 requires the Firebird database client version 1.5.1. You must uninstall any older Firebird version before installing Firebird 1.5.1. You must have administrative rights to your computer to install the FMCSA IT Development Division software.

To uninstall Firebird

    1. From the MS Windows Control Panel, Click **Add** or **Remove** Programs.

    2. Select **Firebird** and click **Remove**.

    3. Follow the prompts to remove the application.

To install Firebird

    1. Download Firebird 1.5.1 from the <u>FMCSA Information Systems Web site</u>.

    2. Double-click the Firebird download to start the installation.

    3. Follow the prompts using the default settings to install Firebird.

Note To ensure CAPRI, CaseRite, and UFA work together properly, you must have the following versions installed: CAPRI 6.6.3, CaseRite 3.8.1, and UFA 3.0.1.

IMPORTANT: Install both Firebird 1.5.1 and CAPRI 6.6.3 prior to launching CAPRI 6.6.3 for the first time.

1.2.3 CaseRite

To upgrade to CaseRite 3.8.1, you must have CaseRite 3.7.4 installed. If you do not have CaseRite 3.7.4 installed, please uninstall the older version of CaseRite before installing CaseRite 3.8.1. As always, remember to back up your work.

Note To ensure CAPRI, CaseRite, and UFA work together properly, you must have the following versions installed: CAPRI 6.6.3, CaseRite 3.8.1, and UFA 3.0.1.

1.2.4 CDLIS Access

To upgrade to CDLIS Access 3.4.2, please uninstall any previous versions of CDLIS Access, and then install CDLIS Access 3.4.2. As always, remember to back up your work.

1.2.5 eFOTM

If you had eFOTM 2.3 installed, you will automatically be upgraded to eFOTM 2.4 the next time you open eFOTM. If you did not have eFOTM 2.3, please download and install eFOTM from the <u>FMCSA Information Systems Web site</u>.

1.2.6 ISS

To upgrade to ISS 2.12.2, you must have ISS 2.12 installed. If you do not have ISS 2.12 installed, please uninstall the older version of ISS before installing ISS 2.12.2. As always, remember to back up your work.

Note To ensure ISS, PIQ, and Aspen work together properly, you must have the following versions installed: Aspen 2.9.1, ISS 2.12.2, as well as PIQ 2.9.1.

1.2.7 PIQ

To upgrade to PIQ 2.9.1 you must have PIQ 2.9 installed. If you do not have PIQ 2.9 installed, please uninstall the older version of PIQ before installing PIQ 2.9.1. As always, remember to back up your work.

Note To ensure ISS, PIQ, and Aspen work together properly, you must have the following versions installed: Aspen 2.9.1, ISS 2.12.2, as well as PIQ 2.9.1.

1.2.8 ProVu

To upgrade to ProVu 3.1.2 you must have ProVu 3.1.1 installed. If you do not have ProVu 3.1.1 installed, please uninstall the older version of ProVu before installing ProVu 3.1.2. As always, remember to back up your work.

1.2.9 SAFETYNET

Please refer to the readme.pdf included with the SAFETYNET download for installation/upgrade instructions.

IMPORTANT: SAFETYNET **MUST** be upgraded to version 3.5 **BEFORE** importing Aspen version 2.9.1 inspections.

Note Only the upgrade installer of SAFETYNET 3.5 is available for download. A full, fresh install requires a CD that can be obtained from FMCSA Technical Support.

1.2.10 UFA

To upgrade to UFA 3.1.1 you must have UFA 3.0.1 installed. If you do not have UFA 3.0.1 installed, please uninstall the older version of UFA before installing UFA 3.1.1. As always, remember to back up your work.

Note To ensure CAPRI, CaseRite, and UFA work together properly, you must have the following versions installed: CAPRI 6.6.3, CaseRite 3.8.1, and UFA 3.1.1.

1.3 Installation

All FMCSA IT Development Division software must be installed and uninstalled by a user with administrative rights. Before continuing with the installation, please verify that you have administrative rights on the computer to which you are installing the applications, or locate your administrator to complete the installation.

1.3.1 Installing the IT Development Division Software

From the FMCSA Information Systems Web site, you will download and launch the individual installers for each application. These installers will determine if there is adequate disk space.

Note After completing all installations, you need to restart your computer to enable all systems.

IMPORTANT: Before installing the software, please close all other applications.

To install the FMCSA IT Development Division Software

1. Go to the Software/Documents section of the FMCSA Information Systems Web site.

2. Select the link to the software that you wish to download and install.

3. Click the **Download Now** link.

4. Click **Save** to save each installation to your local drive.

5. Navigate to each installation on your local drive and double-click to install.

6. Follow the prompts for each installation.

1.3.2 Installing the Cisco Systems VPN Client

If you need to access the FMCSA systems from a remote site, and do not have a VPN client already installed on your machine, you will need to download and install the Cisco VPN Client. Before installing, please read the VPN installation instructions.

1.3.3 Installing Firebird

If you are a first-time CAPRI or UFA user, you will need to install Firebird 1.5.1.

1.4 Configuring the Applications for the Power Users

If you are installing these applications to a Windows XP environment for a Power User, you will need to change the user

permissions to enable the Power User to modify application data. Without this ability, Power Users will be unable to access or
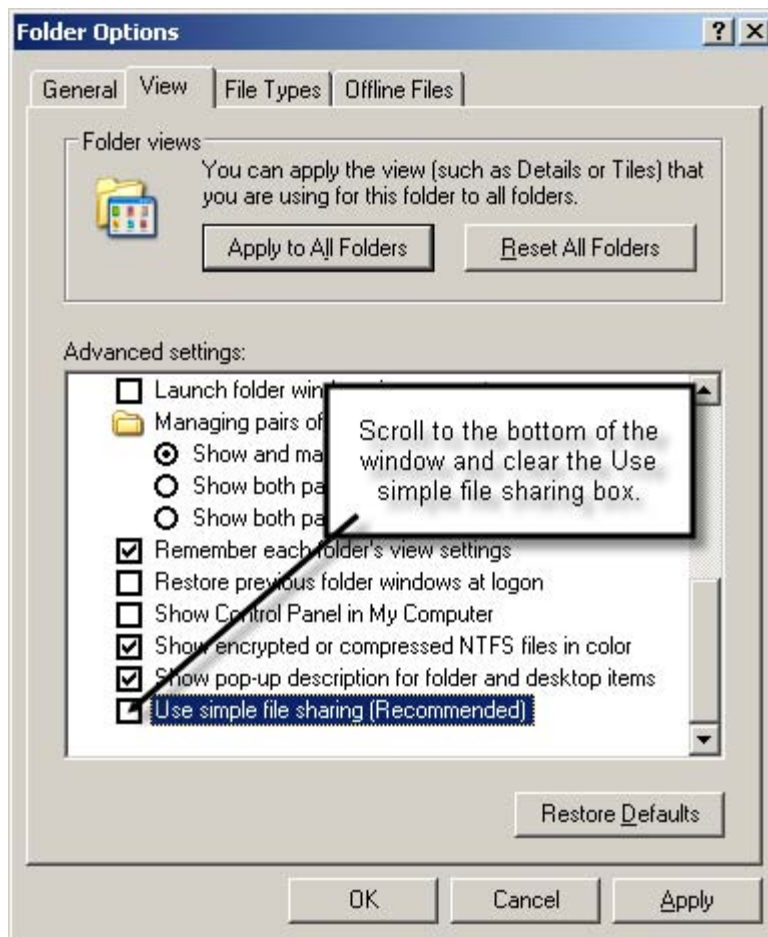
update an applications database.

Step 1 Log on to the computer with administrator rights.

Step 2 From the **Start** menu, select **My Computer**.

Step 3 From the **Tools** menu, select **Folder Options**.

Step 4 Click the **View** tab.

Step 5 Scroll to the bottom of the list, clear the **Use Simple File Sharing** check box, and click **OK**.

Step 6 Right-click the FMCSA IT Development Division application folder on which you want to change

permissions, for example:

- C:\FSGApps

- C:\CASERITE_ECPS

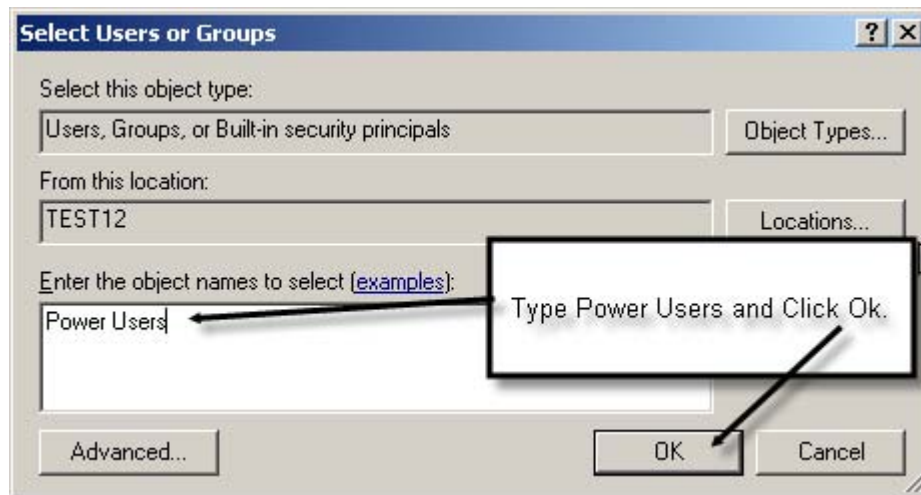- The directory where you selected to install the application

Step 7 Select **Properties**.

Step 8 Click the **Security** tab.

Step 9 Choose from the following options:

If Power Users does not appear in the list:

1. Click **Add**.

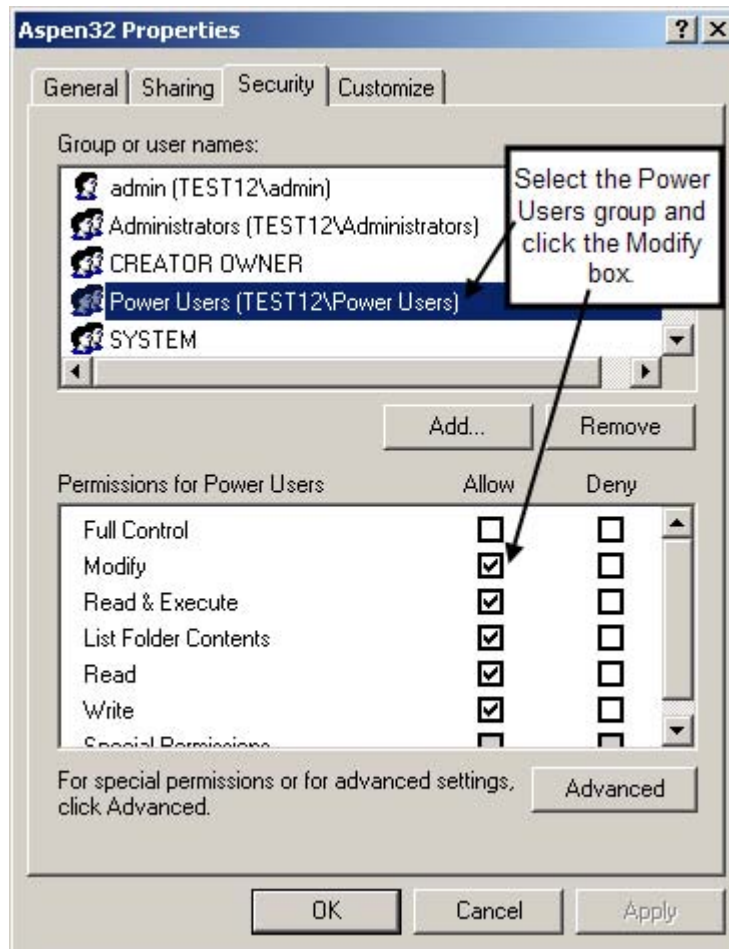2. Type **Power Users** and click **OK**.

Note If **From this location** does not display your computer name, click the **Locations** button and select your computer.

If the **Power User** group already appears, go on to step 10.

Step 10 Select the **Power Users** group.

Step 11 Click the **Modify** box.

Step 12 Click **Ok**.

1.5 Fixes and Enhancements

This section outlines the various fixes and enhancements that have been made to the FMCSA IT Development Division release.

1.5.1 Aspen

The Aspen driver/vehicle safety inspection system enables law enforcement agencies to perform roadside safety inspections and to transfer those inspection results into the State and National data systems.

Fixes to Aspen 2.9.1

- An issue that caused extraneous data to be uploaded to SAFER when an inspection was started as a Level VI inspection (with data added on the Level VI tab) and later changed to a Level I inspection has been fixed.

- When performing a Level VI inspection, and either **7-Radioactive Material** or **7-Radioactive Material - Hwy Route Cntr Qty** is selected in the Hazardous Material section of the Carrier tab, and the HM Waste box is marked, the Aspen Report now automatically displays a check mark in the Reportable Quantity box of the RAM Report. Other HM commodities will not cause the Reportable Quantity box to be marked on the RAM Report, even if the user has checked the box for HM Waste.

- The Radiological Information section of the Level VI Radiological tab has been updated to display a **2-Meter** (rather than 1-Meter) field when the **Exclusive Use** box is checked on the Main Level VI tab. This field is also updated on the

RAM Report.

Enhancements and Other Modifications to Aspen 2.9.1

- Aspen has been updated so that when a Level VI inspector chooses to check the **TRU Waste** box on the Main page of the Level VI tab, they MUST also select either **7-Radioactive Material** or **7-Radioactive Material - Hwy Route Cntr Qty** from the Hazardous Material Information section AND check the HM Waste box on the Carrier tab for the inspection to be completed. TRU Waste will only be retained for this selection combination. Note: HM Waste is not always TRU Waste, if the user chooses either **7-Radioactive Material** or **7-Radioactive Material - Hwy Route Cntr Qty** from the Hazardous Material Information section AND checked the **HM Waste** box on the Carrier tab, they will have the option of checking the TRU Waste box on the Main page of the Level VI tab, but it is not required.

- When performing a Level VI inspection, Aspen no longer automatically checks the **DOE** box on the Shipper/Shipment Information section of the Main page of the Level VI tab.

- The installer screen that warned Level VI users to transfer all Aspen 2.8 Level VI inspections before upgrading to Aspen 2.9 has been removed.

- The CVSA OOS Criteria section of the Aspen Help has been updated.

- The following state code has been updated in Aspen:

  o NU - Nunavut, Canada

- The Violation Table has been updated. See Updated Violations to see the changes for this release. To see the complete Violation Table, refer to the Documents section for Aspen on the FMCSA Information Systems Web site.

12/31/07 Aspen Violation Table Update *Aspen 2.9 does not contain this Violation Table Update. You must apply this update AFTER updating to Aspen 2.9.

Removed (inactivated)

- 367.20 - Old UCR Violation (from 11/19/07)

- 385.13D - Replaced below

- 386.83C - Replaced below

Updated:

- 391.11B1 - New description: A person is qualified to operate a Commercial Motor Vehicle in Interstate Commerce if he/she is 21 years of age

Added:

- 385.13A1 - Operating a commercial motor vehicle after the effective date of an Unsatisfactory rating - HM and Passenger carriers

- 385.13A2 - Operating a commercial motor vehicle after the effective date of an Unsatisfactory rating - all other carrier types

- 386.83A1 - Operating a commercial motor vehicle (interstate) when the owner/operator has been prohibited from operating for failure to pay civil penalty

- 392.2UCR - Failure to pay UCR fee

To see the complete Violation Table, refer to the Documents section for Aspen on the FMCSA Information Systems Web site.

Fixes to Aspen 2.9

- An issue that caused the tab order to be incorrect on HM Shipper Window has been fixed.

- An error that caused imports of Trailer Vehicle Makes to be shown as Truck Vehicle Makes has been corrected.

- A fix has been made that corrects the highlighted brake measurements on the Inspection Report.

- An error that caused long Carrier names to overlap the USDOT number on the Inspection Report has been fixed.

Enhancements and Other Modifications to Aspen 2.9

- Aspen has been updated to reflect the potential changes required by the Hours of Service court ruling.

- The CVSA Out of Service Criteria has been added to the Help.

- The Instrument Model field has been increased to display 20 characters in the Aspen Level VI Report.

- The CVSA Decal # field now adds leading zeros to any number less than eight characters long. Decal numbers that contain letters, are left as entered.

- When present, the ability to scan barcode information and populate Aspen with the Vehicle Type and Company Number has been added.

- Inspection levels are now displayed in Roman Numerals.

- Violation handling:

  o ALL violations (regular and Level VI violations) now print on page 1 of the Inspection Report

  o Only Level VI violations print on the Level VI section of the Inspection Report

  o Level VI violations are considered OOS by default. This can be changed in the VI OOS column on the Violation tab.

  o The Level VI OOS indicator column does not print on the Inspection Report

- The city choices for Nova Scotia have been updated.

- An Edit BIPD Information option ( ) has been added to the Carrier tab. This option allows users to edit previously entered BIPD information.

- The default path for archiving has been changed to My Documents.

- The Pasa Special Check information has been added to the Aspen export and transfers.

- The ability to type a number in the Com Port Number setting box in the Barcode Configuration dialog box has been added.

- On the Vehicle tab, Aspen now requires the user to enter a 4-digit year.

- Aspen will no longer allow inspections to be completed without a start date.

- The Carrier Certification text has been updated to reflect new fine amounts.

- Aspen has been updated to reflect the requirements for Mexican Long-Haul operations. Two warnings have been added:

  o Full 17 character VIN is required for ALL CMV units inspected

  o A Valid CVSA Decal is required for ALL CMV units inspected

- The Aspen SAFETYNET Office IDs have been updated.

- **Important Note for Level VI Inspectors**: Due to database changes, Level VI inspections performed with versions prior to Aspen 2.9 CANNOT be opened in Aspen 2.9. Before installing Aspen 2.9, all users that perform Level VI inspections must:

  1. Complete ALL unfinished Level VI inspections.

  2. Transfer ALL Level VI inspections to SAFER/SAFETYNET.

  3. Archive ALL Level VI inspections. After completing steps 1-3, install Aspen 2.9.

Changes to the Violation Lookup Table

- This release of ASPEN and SAFETYNET includes the following new violations:

  - 397.101E3 - Driver not in possession of written route plan as required in 397.101(d) - RAM Shipments

  - 390.3E -Failing to comply with all applicable regulations contained in 49 CFR Parts 350-399 / Failing to display a current CVSA decal as required by 385.103(c)

  - 392.9AA2-C - Operating beyond the scope of Operating Authority Granted - Providing prohibited point-to-point transportation services (Cabotage)

  - 393.95A1I - Failure to equip hazardous material vehicle with a fire extinguisher with a minimum UL rating of 10 B: C

  - 393.75H - Under inflated tire

  To see the complete Violation Table, refer to the Documents section for Aspen on the FMCSA Information Systems Web site.

1.5.1.1 Updated Violations

as used by FMCSA "Roadside Inspection" software systems

Driver Violations Part 391

Section	FedVioCode	Description	OOS?	Category
391.11	391.11B1	Using a driver in Interstate Commerce less than 21 years of age	Always OOS	All Other Driver Violations
391.11	391.11B4	Using a physically unqualified driver	Always OOS	All Other Driver Violations
391.15	391.15A	Driving a CMV while disqualified	Always OOS	Disqualified Drivers

Part 392

Section	FedVioCode	Description	OOS?	Category
392.4	392.4A	Driver on duty and under the influence of, or using a narcotic drug / amphetamine, which renders the driver incapable of safe operation.	Always OOS	Drugs
392.5	392.5A	Driver consuming an intoxicating beverage within 4 hours before operating a motor vehicle	Always OOS	Alcohol
392.6	392.6	Scheduling a run which would necessitate the vehicle being operated at speeds in excess of the prescribed	Never OOS	All Other Driver Violations
392.22	392.22B	Failure to place or improper placement of warning devices on the road surface	Never OOS	All Other Driver Violations
392.62	392.62A	All standees on a bus are to be rearward of the white standee line	Never OOS	All Other Driver Violations

Vehicle Violations Part 385

Section	FedVioCode	Description	OOS?	Category

Section	FedVioCode	Description	OOS?	Category
385.301	385.301A	Failing to register with FMCSA to obtain a USDOT number	Never OOS	All Other Vehicle Defects

Part 390

Section	FedVioCode	Description	OOS?	Category
390.19	390.19	Motor Carrier failed to file required biennial update of MCS-150 as required	Never OOS	All Other Vehicle Defects

Part 393

Section	FedVioCode	Description	OOS?	Category
393.60	393.60B	Each bus and truck shall be equipped with a windshield	Never OOS	Windshield
393.71	393.71H10	No or Improper safety chains for tow bar	Never OOS	Coupling Devices
393.77	393.77B11	Improper location of bus heater fuel tank	Never OOS	Fuel Systems
393.91	393.91	Operating a bus with passenger seat(s) not securely fastened to vehicle	Never OOS	All Other Vehicle Defects
393.93	393.93A	Failure to equip bus with seat belts	Never OOS	All Other Vehicle Defects
393.93	393.93B	Failure to equip truck with seatbelts	Never OOS	All Other Vehicle Defects
393.110	393.110C	Insufficient tie-downs for an article blocked with a header board, bulkhead, or other cargo	Always OOS	Load Securement
393.120	393.120	No or improper securement of metal coils	Always OOS	Load Securement
393.120	393.120B1	Improper securement of metal coils transported vertically	Always OOS	Load Securement
393.120	393.120B2	Improper securement of metal coils transported in rows with the eyes vertical	Always OOS	Load Securement
393.120	393.120C1	Improper securement of metal coils transported with eyes crosswise	Always OOS	Load Securement

Vehicle Violations Part 393

Section	FedVioCode	Description	OOS?	Category
393.120	393.120C2	Prohibited load securement - crossing tie-downs in a X pattern through the eye of a metal coil transported crosswise	Always OOS	Load Securement
393.120	393.120D1	Improper securement of metal coil transported with eye lengthwise	Always OOS	Load Securement
393.120	393.120D4	Improper securement of metal coils transported in rows, eyes lengthwise to the vehicle	Always OOS	Load Securement
393.120	393.120E	No protection against shifting or tipping of metal coils transported in sided vehicle or intermodal container without anchor points	Always OOS	Load Securement
393.122	393.122B	Improper securement of paper rolls transported with eyes vertical in a sided vehicle	Always OOS	Load Securement
393.122	393.122C	Improper securement of split loads of paper rolls transported with the eyes vertical in a sided vehicle	Always OOS	Load Securement
393.122	393.122D	Improper securement of stacked loads of paper rolls transported with the eyes vertical in a sided vehicle	Always OOS	Load Securement
393.122	393.122E	Improper securement of paper rolls transported with the eyes crosswise in a sided vehicle	Always OOS	Load Securement

Section	FedVioCode	Description	OOS?	Category
393.122	393.122F	Improper securement of stacked loads of paper rolls transported with eyes crosswise in a sided vehicle	Always OOS	Load Securement
393.122	393.122G	Improper securement of paper rolls transported with the eyes lengthwise in a sided vehicle	Always OOS	Load Securement
393.122	393.122H	Improper securement of stacked loads of paper rolls transported with the eyes lengthwise in a sided vehicle	Always OOS	Load Securement
393.122	393.122I	Improper securement of paper rolls transported on a flatbed vehicle or in a curtain-sided vehicle	Always OOS	Load Securement
393.124	393.124	No or improper securement of concrete pipe	Always OOS	Load Securement
393.124	393.124B	Insufficient working load limits for tie-downs on a group of concrete pipes	Always OOS	Load Securement
393.124	393.124E	Improper securement of concrete pipe with an inside diameter up to 45 inches (1143 mm)	Always OOS	Load Securement
393.124	393.124F	Improper securement of concrete pipe with an inside diameter greater than 45 inches (1143 mm)	Always OOS	Load Securement
393.126	393.126	Failure to ensure intermodal container securement	Always OOS	Load Securement
393.126	393.126B	Damaged or Missing tie down or securement device for intermodal containers transported on container chassis vehicle	Always OOS	Load Securement
393.126	393.126C1	Lower corners of loaded intermodal container not resting on surface of transporting vehicle (non container chassis)	Always OOS	Load Securement
393.126	393.126C2	All corners of loaded intermodal container not secured when transported on vehicle other than container chassis vehicle	Always OOS	Load Securement
393.126	393.126C3	Front and rear of loaded intermodal container not secured independently when transported on vehicle other than container chassis	Always OOS	Load Securement
393.126	393.126D1	Empty intermodal container not properly positioned when transported on vehicle other than container chassis vehicle	Always OOS	Load Securement
393.126	393.126D2	Empty intermodal container with more than 5 ft overhang when transported on vehicle other than container chassis vehicle	Always OOS	Load Securement

Vehicle Violations Part 393

Section	FedVioCode	Description	OOS?	Category
393.126	393.126D4	Empty intermodal container not properly secured to prevent shifting when transported on vehicle other than container chassis vehicle	Always OOS	Load Securement

Hazardous Materials Violations Part 397

Section	FedVioCode	Description	OOS?	Category
397.3	397.3AU	Failing to comply with Alliance for Uniform HM Registration requirements	Never OOS	All Other HM Violations

46   violation records listed

1.5.2   CAPRI

The Compliance Analysis and Performance Review Information (CAPRI) system provides a standardized method for conducting reviews on motor carriers, HM shippers, and cargo tank facilities. It is also used for Safety Audits on new carriers and Mexican carriers seeking to operate in the United States.

Fixes to CAPRI 6.6.3

- Updates to resolve issues with the DQ Worksheet Answer List and the State and Province Table have been made.

Enhancements and Other Modifications to CAPRI 6.6.3

- None

Fixes to CAPRI 6.6.2

- None

Enhancements and Other Modifications to CAPRI 6.6.2

- The Violation Table has been updated.

- The Country field has been relabeled as Country/Territory.

Fixes to CAPRI 6.6.1

- An error that occurred when adding a state or federal custom violation has been fixed.

- An issue that caused the State Prosecution Number field (Part C) to be unavailable when the review was closed and re-opened has been fixed.

Enhancements and Other Modifications to CAPRI 6.6.1

- The following changes have been made for the CSA 2010 Operational Model

    o A new non-ratable review type

    o A new reason for review

    o A new location of review

    o A new planned action

    o The Recommendations Report has been modified to include the new review type

- The state code for Newfoundland has been changed from NF to NL.

- The country codes have been updated.

Fixes to CAPRI 6.6

- A fix was made to correct a problem where Part B was being marked as unprinted when the no violations checkbox was selected.

- A fix has been made so that "NEW ENTRANT SEMINAR" will print on the report as the audit location if selected in Part A.

- A fix has been made so that drivers marked as intra-state only will be marked on the driver detail report as intra-state.

- A fix was made so that Canada will print correctly on the Report Receipt. Central America was previously being

printed.

- A fix was made to correct an error that was being generated when a user tried to print the Fitness Ratings Explanation report on an intrastate carrier.

- A fix has been made so that if reviews/audits are modified after they have been uploaded they will remain on the "Available List". Reviews/audits that have only been opened and not modified will not appear on the available for upload list.

- A fix has been made so that changes made to Part C after it has been printed will set the part status back to "not printed".

- A fix has been applied to prevent errors when manually editing a state violation code.

- A fix has been made so that blank Report titles will not be written to the database when a report is printed.

- A fix has been made so that if the calculated accident rate is greater than 999.99 it will not round up to 1000 for larger values. The accident rate will be capped at 999.99, this will prevent the user from receiving an Oracle error when upload the review/audit to MCMIS.

- A fix has been made so that the federal equivalent will not be erased when modifying a custom violation.

- On the Part B report, a fix has been made so that the PDF file will not duplicate the rating information under certain circumstances.

- A problem has been fixed that was not properly displaying the Notes section on state violations.

- Multiple issues have been fixed on the CTFR screen. These include:

  o Only displaying the manufacturing screens for component manufacturers.

  o Component manufacturers and Manufacturing/Assembly types are now being cleared when they are disabled.

  o Edit checks are in place to prevent the user from selecting manufacturing activities on old tank types.

  o Edit checks have been modified for null values.

Enhancements and Other Modifications to CAPRI 6.6

- On the Driver's Pick list after a driver has been transferred to a worksheet CAPRI will keep the selected drivers highlighted so they may be transferred to other worksheets without having to be re-selected.

- A change has been made so that when the driver, accident, Shipping Papers, Shipments and Loss & Damage claim window is opened a blank note will not be created.

- A change has been made on the DQ and HHG worksheet so when a violation is removed, the comment will also be removed.

- New Planned Action type "Notice of Violation" has been added. When "Notice of Violation" is selected, user will be required to enter a case number that follows the same format as the Prosecution Number.

- The ability to add groups to custom violations has been added. This will allow users to sort the custom violations in Part B.

- Various edit checks have been modified so if a user presses the CORRECT button in the validation window they will be sent to the correct location in the application.

- A change has been made on the Worksheet Driver Pick List that once a driver record has been transferred to a worksheet the driver does not have to be reselected to be transferred to another worksheet.

- A CTFR edit check has been added so that a Design Certifying Engineer (DCE) is required when the Cargo Tank Facility Type is Manufacturing.

- The Print Report button has been re-enabled on the Manage Review/Audits grid.

- The shortcut keys in the Safety Audit answer questions tab have been modified. To select **Not Applicable** users may use the <CTRL> + <B> keys.

- A change has been made on the Preferences window, SAFETYNET tab so that users cannot enter a SAFETYNET mailbox ID that does not conform to the mailbox ID standards.

- CAPRI has been modified so that a user can cite 0 violations discovered for a Critical Violation. This was done to meet the specifications of SAFETEA-LU 4114. Previous versions of CAPRI would only allow 0 violations discovered to be entered on non-critical/non-acute violations.

- A change has been made to the database so that the PDFINFO and PDFTRACKING tables are included in the export process. This means that reviews/audits exported from CAPRI will now contain the PDF reports and the user will not need to reprint the reports for them to be uploaded into EDMS.

- The wording on the 15 – passenger drop down box has been modified to "Is the motor carrier of passengers subject to the safety fitness procedures contained in 49 CFR part 385 subpart A, AND does it transport passengers in a commercial motor vehicle" Note that the drop down list choices and subsequent unfit rules have not been changed.

- A change has been made to correct a 'Dataset not in edit or insert mode' problem users were occasionally experiencing on Part C.

- A new recommendation category 'Passenger Carrier' has been added to the database, this will enable users to assign custom recommendations to the group.

- A change has been made on the Part A Miscellaneous tab so that 'New Entrant Seminar' can no longer be selected as a location for Compliance Reviews.

- A spelling error on the word accidents in the Part B report has been corrected.

- Additional items have been added to the spell check entire review/audit option. The spell check entire review/audit is available from within an open review/audit under the Edit menu.

- Asterisks have been added to the PASA to hide to the DOT number from the screen. Users may click a show/hide button to view the DOT number as necessary.

- A pop-up warning message has been added on Safety Audits conducted on carriers who require a Hazardous Materials Safety Permit. Message is a warning only and will not prohibit the audit from being completed.

- Import from SAFETYNET option has been modified to fix an error that was being caused by a delay in returning the directory name.

- A change has been made to the database so the second page of the proposed Safety Audit result report will print for all division offices for failed audits.

- The default search in field has been set in Part B to Primary Section Number.

- A change has been made so that the Prosecution number and Compliant number can be entered for US territories.

- A message has been added to the Backup/Restore procedure to clarify the action that is occurring. Previously there was no message and the finish button was enabled appearing that the process was complete when it had not.

- The Part B reports language has been modified to meet the SAFETEA-LU 4114 requirements.

- The tab order on the Part A Misc tab has been modified to follow the logical flow of the form.

- CAPRI has been modified so that state and contract employees can perform audits on Canadian carriers.

- Locally Defined fields have been modified and updated so that additional field types may be used.

- Hours of Service Worksheet:

  o On the Numbers Checked page the functionality has been restored that allows the user to click on a default box to move a number to the "Days Checked" column.

  o A change has been made to the 'Hours and Violation by Date' report to print the passenger driver violations.

  o A change has been made so that when you start the Hours of Service worksheet intra-state only drivers will be marked as such.

  o The message on the bottom of the Hours page has been modified so that it is no longer running off the side of the

       page.

- o Worksheet has been updated to add an additional violation to the DVIR section.

- o The DVIR report was modified to properly show the correct State and Federal data based on the driver type. · Hazardous Materials Worksheet:

- A change has been made so that shipper related questions do not require a driver name to be selected. In addition, the Violation Summary report has been changed to be called the General Violations report.

- All Worksheets:

  - o A change has been made so that when violations are synchronized from the worksheets to Part B the long violation description will be used instead of the short description.

  - o A change has been made so that when new violations are synchronized with Part B, Part B is marked as incomplete.

1.5.3   CaseRite

CaseRite is designed to automate and improve the quality of the enforcement case preparation process. It is part of FMCSA's suite of investigation software and shares data with CAPRI, UFA, and Aspen.

Fixes to CaseRite 3.8.1

- An error that caused the FOIA message **This is not an official government document** that was displaying on the UFA Report for HHG cases has been removed.

Enhancements and Other Modifications to CaseRite 3.8.1

- None

Fixes to CaseRite 3.8

- None

Enhancements and Other Modifications to CaseRite 3.8

- New abatements and charge introductions have been added.

- The New HHG Penalty Provisions have been added.

- The new OOS Violations have been added.

- The Southern Service Center's address has been updated.

Fixes to CaseRite 3.7.4

- None

Enhancements and Other Modifications to CaseRite 3.7.4

- The Violation Table has been updated.

- New abatements and statutes have been added.

Fixes to CaseRite 3.7.3

- An error that occurred when importing a case that originated in CAPRI into CaseRite has been fixed.

Enhancements and Other Modifications to CaseRite 3.7.3

- The Violation Table has been updated.

1.5.4   CDLIS Access

The Commercial Driver License Information System (CDLIS) Access is a network of state driver license systems linked via a central site, which enables national access to any driver license status or history of safety violation convictions.

Fixes to CDLIS Access 3.4.2

- A bug that caused the Hazmat History information to sometimes display incorrectly on the Accident/Convictions page and on CDLIS Report has been fixed. This only occurred when the Access Method was set to **Network**.

Enhancements and Other Modifications to CDLIS Access 3.4.2

- None

Fixes to CDLIS Access 3.4.1

- None

Enhancements and Other Modifications to CDLIS Access 3.4.1

- A pop-up message was added warning users to anticipate a possible long response time for more than 10 requests. The user can choose to remove this message by unchecking **Network Traffic** under the Notices Preference.

- When a CDLIS connection cannot be established, the following message appears: cannot connect to Authorized Systems.

- A.K.A. (not available for Canada or Mexico) searches may be performed by:

  o Entering just the SSN

  o Entering the First & Last Name and DOB

  o Entering CDL# and State · An onscreen message was added: Note: A.K.A. searches may be performed by entering just the SSN, or by entering the First & Last Name and DOB, or by entering the CDL # and State. A.K.A. searches are not available for Canada or Mexico. The user can choose to remove this message by unchecking **A. K.A. Searches** under the Notices Preference.

- A **CONVID** field was added to the Network version of the CDLIS Report.

- A **W.D Pending** field was added to the Network version of the CDLIS Report.

1.5.5   eFOTM

The electronic Field Operations Training Manual presents investigation procedures and techniques in an electronic format. The manual is a tool to help you plan and complete simple, unusual, unique, and/or difficult investigations.

Enhancements and Other Modifications to eFOTM 2.4

- The following eFOTM topics have been updated:

  o Conclusion of Investigation and Completion of Part C

  o Controlled Substances Subpart O Enforcement Initiative (MC-ECE-0022-06)

  o Investigative Foreword

  o Part 390 - Investigative Procedures

  o Part 392 - Investigative Procedures

  o Special Topic: Motor Carriers of Passengers

  o Special Topic: Starving Students

- o What is the Certification Cycle for Safety Investigators, Safety Auditors, and Safety Inspectors?

- o When should an investigation be conducted?

- The following eFOTM forms have been converted to interactive forms that can be filled out electronically:

  - o Safety Audit Illustration SA-2 - Contact Record

  - o Service Checklist

  - o Guidance On Steps to Take When Considering An Imminent Hazard OOS Order

  - o Hazardous Materials Violation Notification

  - o Hazardous Materials Regulations That Apply To Cylinders Checklist

  - o Indicators of Hazardous Material Violations for All Portable Tanks

  - o Indicators of Hazardous Materials DOT 51 - Portable Tank Violations

  - o Indicators of Hazardous Material DOT 56-57 Portable Tank Violations

  - o Indicators of Hazardous Materials IM 101 or IM 102 - Portable Tank Violations

  - o Indicators of Hazardous Materials Shipment Violation - Cylinders

  - o Indicators of Hazardous Materials Shipment Violations - Hazardous Materials

  - o Release of Information Form - 49 CFR Part 40 Drug and Alcohol Testing

  - o Indicators of Hazardous Materials shipment Violations - Hazardous Waste and Hazardous Substances

  - o Indicators of Hazardous Materials Shipment Violations - Radioactive Materials

  - o Hazardous Materials Regulations That Apply To Cylinders Checklist

  - o RAM Checklist

  - o Guidance On Steps to Take When Considering An Imminent Hazard OOS Order

  - o Indicators of Hazardous Material Shipment Violations Explosives

  - o Mexico-domiciled OP-1 (MX) Applicant Pre-authorization Safety Audit – Contact and Scheduling Form

  - o Mexico-domiciled OP-1 (MX) Applicant Pre-authorization Safety Audit Phase 1 – Verification Checklist

- The following topics have been added:

  - o How does an emergency condition requiring immediate response impact my review of a motor carrier?

  - o How will I ensure the carrier is in compliance with SAFETEA-LU Section 4114?

  - o Illustration SACN-2

  - o Illustration SACN-3

  - o New Entrant Call Center Process

- The following memos have been added:

  - o Certification for Conducting Compliance Reviews, Safety Audits, and Level I or VI Inspections

Enhancements and Other Modifications to eFOTM 2.3

- The following eFOTM sections have been added to the Managers Manual:

  - o The Division and Service Center Compliance Procedures

- The following eFOTM sections of the Investigator Manual have been updated:

  o The Inspection Manual

  o The Safety Audit Manual

  o The Compliance Manual

- The following memos have been added:

  o Proposed Changes to FMCSA Web Site Regarding the Hours-of-Service Rule

  o CN2009 Maintaining Data of A and B Carriers not Visited

  o CN2010 Accident Review Requests

  o CN2015 60-70 Hour Enforcement Policy

  o CN2021 Selection Process for Safety Audits

  o CN2022 Hours of Service Enforcement for Mexico-Domiciled Carriers

  o CN2024 Re reviews for Conditional Carriers

  o CN2025 Exclusion of Intrastate Violations

  o Requirements for Inspection of CMVs operated by Mexico-domiciled Carriers under the Cross-Border Demonstration Project

- Some Internet Explorer 6.x users have had issues with the Index and Search functionality not working. The description of this (on the eFOTM home page) has been updated and a Help topic added.

1.5.6   ISS

The Inspection Selection System (ISS) enables screening of vehicles based on DOT number, MC/MX number, State number, or carrier name. ISS returns the carrier name and address, an inspection value, and other decision indicators to help measure the value of conducting an inspection. This install includes the most recent monthly database update.

Fixes to ISS 2.12.2

- None

Enhancements and Other Modifications to ISS 2.12.2

- ISS now displays multiple years of UCR payments.

- When the entity selected is a shipper only, ISS displays the following:

  ALERT: This USDOT number is classified as 'HM Shipper Only' and is not valid for motor carrier operations. Please refer to help for additional information.

Fixes to ISS 2.12.1

- None

Enhancements and Other Modifications to ISS 2.12.1

- The Comprehensive Safety Analysis (CSA) 2010 Initiative has developed a new Safety Fitness Determination System based on a carrier's performance in the Behavioral Analysis and Safety Improvement Categories (BASICs). As part of an operation model test, when applicable, information related to a carrier's status as it relates to this new (BASICs) scoring will display in the Expert window on the Main page of ISS v2.12.1. If you have questions regarding the CSA2010 Initiative, refer to http://www.fmcsa.dot.gov/safety-security/csa2010/home.htm or your FMCSA Division office.

Fixes to ISS 2.12

- None

Enhancements and Other Modifications to ISS 2.12

- The ISS data update message has been changed to "Your system requires a full database replacement; please download and install the full database replacement from the InfoSys Website ."

- An alert has been added to notify the user if a carrier is a Registrant.

- The carrier's Unified Carrier Registration (UCR) information, if available, is now displayed from the Details tab.

- The ISS-D document (ISS-D Algorithm March 2007.pdf) has been updated.

1.5.7   PIQ

The Past Inspection Query (PIQ) accesses a national database of recent inspection reports. This database contains inspection reports for the previous 180 days. PIQ retrieves an exact facsimile of previous inspection reports stored in the database.

Fixes to PIQ 2.9.1

- None

Enhancements and Other Modifications to PIQ 2.9.1

- PIQ has been updated to display the latest version of the Aspen Report.

Fixes to PIQ 2.9

- None

Enhancements and Other Modifications to PIQ 2.9

- Level VI information is now included on the PIQ report

1.5.8   ProVu

Fixes to ProVu 3.1.2

- None.

Enhancements and Other Modifications to ProVu 3.1.2

- ProVu has been updated to handle the country code and country name formats used in other FMCSA systems.

1.5.9   Query Central

Query Central is an intelligent query system designed to dramatically increase access to motor carrier safety information for State and Federal law enforcement personnel.

Fixes to Query Central

- None

Enhancements and Other Modifications to Query Central

- Query Central has been updated to reflect changes to the Aspen Report.

- The CVSA OOS Criteria has been added to the Query Central Help.

1.5.10 SAFETYNET

SAFETYNET is a system designed to manage and provide appropriate access to crash data, roadside inspection history and data, and motor carrier and shipper identification information.

Fixes to SAFETYNET 3.5

- Users can no longer enter Future Dates in Crash Records.

- When selecting an Office ID in the General Configuration, users can now cancel the process without errors.

- Page numbering for multiple Vehicle Examination Reports has been improved.

- The values stored to **Last Edit UserID** and **Last Edit Date** are now consistent in all SAFETYNET modules.

- Issues have been resolved with the State combination box and grid not being populated correctly with data during a Search.

- An issue has been solved with the Crash module causing the application to lock when the user selects the View button while the Report Number, Date, and Time are identical.

- An issue with the Inspection Transfer utility upload to SAFER has been resolved.

- An issue has been resolved with the CAPRI Upload file with Multiple Safety Audits generating errors during the upload.

- The issue with SQL and system errors occurring when the user attempts to perform a Bus Use query in the Crash module has been resolved.

Enhancements and Other Modifications SAFETYNET 3.5

- Violation Tables have been updated.

- Changes have been made to enforce the policy regarding Mexican Long-Haul operations.

- On Level VI inspections, the user is prompted to mark Hazardous Material Waste when TRU Waste is checked.

- The Complaint Module error message has been rewritten to be more user-friendly.

- The Crash ASCII Import function now supports **Blank** for **Not Applicable (N/A)**.

- The HM Cargo Release pick list now supports **Not Applicable** and **Unknown** values on Crash records.

- Crash records on intrastate carriers from another state are now handled properly.

- The Physical State in a Census record is now properly updated even if the Physical or Mailing address is not changed.

- Query support has been added for five fields of Census Records: New Entrant Code, New Entrant Entry Date, New Entrant Exit Date, OOS Flag, and OOS Date.

- The Interstate / Intrastate value is properly updated during Carrier Search when a match is selected.

Enhancements and Other Modifications SAFETYNET 3.4

- Inspection Module Enhancements

  o There are several enhancements to the collection of information for Level VI (Radiological) Inspections. Most significantly, the additional radiological data collection is on the main inspection screen. Also, all violations are saved in a single inspection violation table. Please consult the SAFETYNET User Manual, Chapter 4 Inspection for details concerning these changes.

  o During importing Aspen inspections, there is now a test for a valid Aspen version number, based on the inspection date. Aspen inspections conducted after these dates will not be accepted by SAFETYNET:

Aspen Version	Last Allowed Inspection Date
2.6	March 31, 2007
2.7	March 31, 2007
2.8	October 31, 2007 * The date October 31, 2007 is subject to change, based on unresolved legal issues with Hours of Service violations. If changed, an update script will be distributed to SAFETYNET sites.

- o Inspections now have a flag to indicate the inspection was conducted as part of a PASA (Pre-Authority Safety Audit). This applies to Federal inspections only.

- o The inspection data entry screen now applies numeric formatting to CVSA Decal entries. CVSA decals are eight digits values padded with leading zeros (e.g. '00000123'). Older non-numeric decal numbers, will display with no formatting.

- o The display of Inspection levels on the main grid and on some inspection reports now use Roman Numerals (I, II, III…). The data entry controls will continue to use numbers.

- o The default text length for violation descriptions has increased to 162 characters.

- o Added the trailer manufacturers H&H Trailer Company (NCIC Code HHTC) and Reinke Manufacturing Co. Inc. (NCIC Code RNKE) to the SAFETYNET lookup table.

- o Several inspection violations have been modified. As of this release, the hours of service violation for the 10-hour rule for violations occurring on or after September 21, 2007 will be 395.3A1, and the violation code for the 11-hour rule violation (Property) is 395.3A1/R.

- Enhancements to Crash Function

  - o The description of Cargo Body Type, 10 was changed to 10 Hopper (Grain, Chips, Gravel) to be consistent with the MMUCC.

- Report Changes

  - o Added a new report that provides a count of CVSA decals issued given a date range supplied by the user. This report is found under the SAFETYNET menu Reports -> Summary Reports -> Inspections with CVSA Decals.

  - o Modified the MCSAP Quarterly report to include the number of CVSA Decals issued during the quarter.

  - o If the user tried to generate the Local Carrier Profile Report using include Archive Data, an error message was generated. The report now operates correctly when this option is selected.

- Communications Module

  - o In communications processing, automatically tag any new records added to the Out Box during the Preparation of Inspections and Crashes.

- Carrier Search Module

  - o As part of Carrier Search resolution, added the Carrier's phone number to the Carrier Search User Resolution Screen to assist the user in verifying Carrier Information for each Inspection or Crash.

- System Administration

  - o The New Mexico division has been transferred from the Southern Service Center to the Western Service Center. The SAFETYNET office lookup table was changed to reflect this assignment.

  - o A new office address for a second Louisiana office was added. The address of the FMCSA Virginia Division Office has been updated.

1.5.11 UFA

The Uniform Fine Assessment (UFA) system is used for assessing fines for violations of the Federal Motor Carrier Safety and Hazardous Materials Regulations.

Fixes to UFA 3.1.1

- An error that caused the **Unable to create report** error when attempting to print the UFA report for an HHG case has been fixed.

Enhancements and Modifications to UFA 3.1.1

- None

Fixes to UFA 3.1

- None

Enhancements and Modifications to UFA 3.1

- The New HHG Penalty Provisions have been added.

- The new OOS Violations have been added.

- **HM Roadside/HMPIP** has been added as a Review Type.

- The **Review Type** section of the Subject page has been renamed **Review Type/Activity**.

- **Household Goods** has been added as a Case Type.

- For cases where **Violation of Order or 2 Previous Enforcement Cases** is selected for FMCSR or HHG in the Subject History section of the Subject page, the Number of Prior Cases defaults to **Two or More**.

- The Gross Revenue Cap calculation has been updated to reflect safety cases where **Violation of Order or 2 Previous Enforcement Cases** is selected for FMCSR or HHG in the Subject History section of the Subject page. In this case, the calculation assumes **Two or More** Prior Cases even if the user selected **None** or **One** for Number of Prior Cases.

Fixes to UFA 3.0.1

- None.

Enhancements and Other Modifications to UFA 3.0.1

- UFA has been rewritten for improved usability.

- The Violation Table has been updated.

- The minimum amount used in the fine reduction process for non-recordkeeping violations has been reduced from $600 to $400.

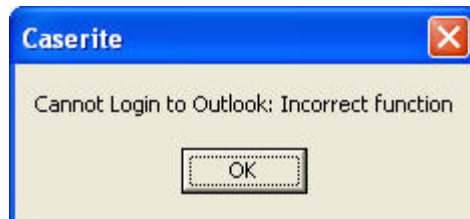### Changes to UFA 2.6.4

- None

Enhancements and Other Modifications to UFA 2.6.4

- The Violation Table has been updated.

1.6 Known Issues

CaseRite

- When exporting to E-Mail, users receive the following error:

Click **OK**. Note: This error message is erroneous; the export e-mail is sent.

All FMCSA Applications

- Users downloading and installing FMCSA software for the first time on a new computer may see the following message:

Click **Run** to continue.

1.7 Technical Support

This document may explain or identify many general questions or issues that you may have noticed with the FMCSA IT Development Division applications. However, you may still have concerns or questions. For more information, contact the FMCSA Technical Support Team:

Phone	617-494-3003	Hours: M - Th 8AM - 8PM EST
Fax	617-494-3058	F 8AM - 6PM EST

Web site	https://infosys.fmcsa.dot.gov
Email	FMCTechSup@volpe.dot.gov